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Rumania -- Most of the Czechoslovak mechanics are working on equipment installation in power plants in Gheorghiu-Dej. The head mechanic is Kopecky (fnu), who used to do installation work in Uruguay up to 1952; he has no particular interest in politics. The installation inspector is Dubsky (fnu), who does not have Communist sympathies.

Bulgaria -- This year a large number of mechanics returned from Rumania [sic] after completing work on a construction project in Dimitrovgrad. At present three mechanics are working on construction of a dam on the Maritsa River. Their names are Kroupa, Nemecek, and Hejny.

Hungary -- Seven mechanics are doing installation work at the Inota Power Plant, construction of which was begun in 1950. The head mechanic is Suchanek (fnu). For year [1954] thirty mechanics, accompanied by their families, are going to Hungary to work on several construction projects.

Albania -- In late October 1953 a group of mechanics is going to Albania to assist in the construction of the Stalin Textile Combine. The head mechanic is Jaroslav Krul, from Roznov pod Radhostem, who first worked at Energovod as a head mechanic and then, later on, was demoted to an ordinary mechanic because of his reactionary views. In spite of his record, he was recruited as the head mechanic of the Albania group.

Next year, Energovod will send a number of mechanics to North Korea and 150 to China.

Orders from Western and colonial countries, which used to be plentiful, have been dropping off.

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Mechanics' Wages

Mechanics and assistants are paid by Energovod in accordance with a pay classification system. The head construction mechanic submits the pay classification plan and the head installation inspector, Uhlik (fnu) approves it.

Assistants are usually placed in the first to the fourth wage classes, experienced mechanics in the fifth to the seventh, and head mechanics in the eighth. Wages are 2.40 crowns per hour for the first class, 4.14 crowns for the fourth [second and third class wages not given], 4.64 for the fifth, 4.94 for the sixth, 5.40 for the seventh, and 6.01 for the eighth. In addition, each mechanic draws a daily stipend of 21 crowns. Upon arrival at a new construction project, each mechanic receives a temporary allowance of 26 crowns per day for the first 14 days; from then on, he receives the previously cited amount of 21 crowns per day. The working hours are 12 hours a day on weekdays and up to noon or 1500 hours on Saturdays.

An experienced mechanic usually begins in the fifth wage class. After about 3 months, depending on his qualifications, he is promoted to a higher class. Assistants are promoted to the wage classes of experienced mechanics when they fulfill the following requirements:

Fifth-class workers must be able to work independently; they must know filing and bending, but they are not required, at this level, to understand plans.

Sixth-class workers must know how to weld gas and electricity [connections?], make connections, and be able to work from sketches.

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Seventh-class workers must have administrative ability, in addition to all the above-mentioned abilities, and must be able to plan and supervise work for up to 40 workers.

In the mechanics' group [redacted] there were several assistants who were former students ousted from their studies for political reasons. They were in the fifth pay class.

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Upon arrival at a new construction project, both the assistants and the experienced mechanics are classified into wage classes. Currently, a worker begins in the lowest pay category upon joining a new project.

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